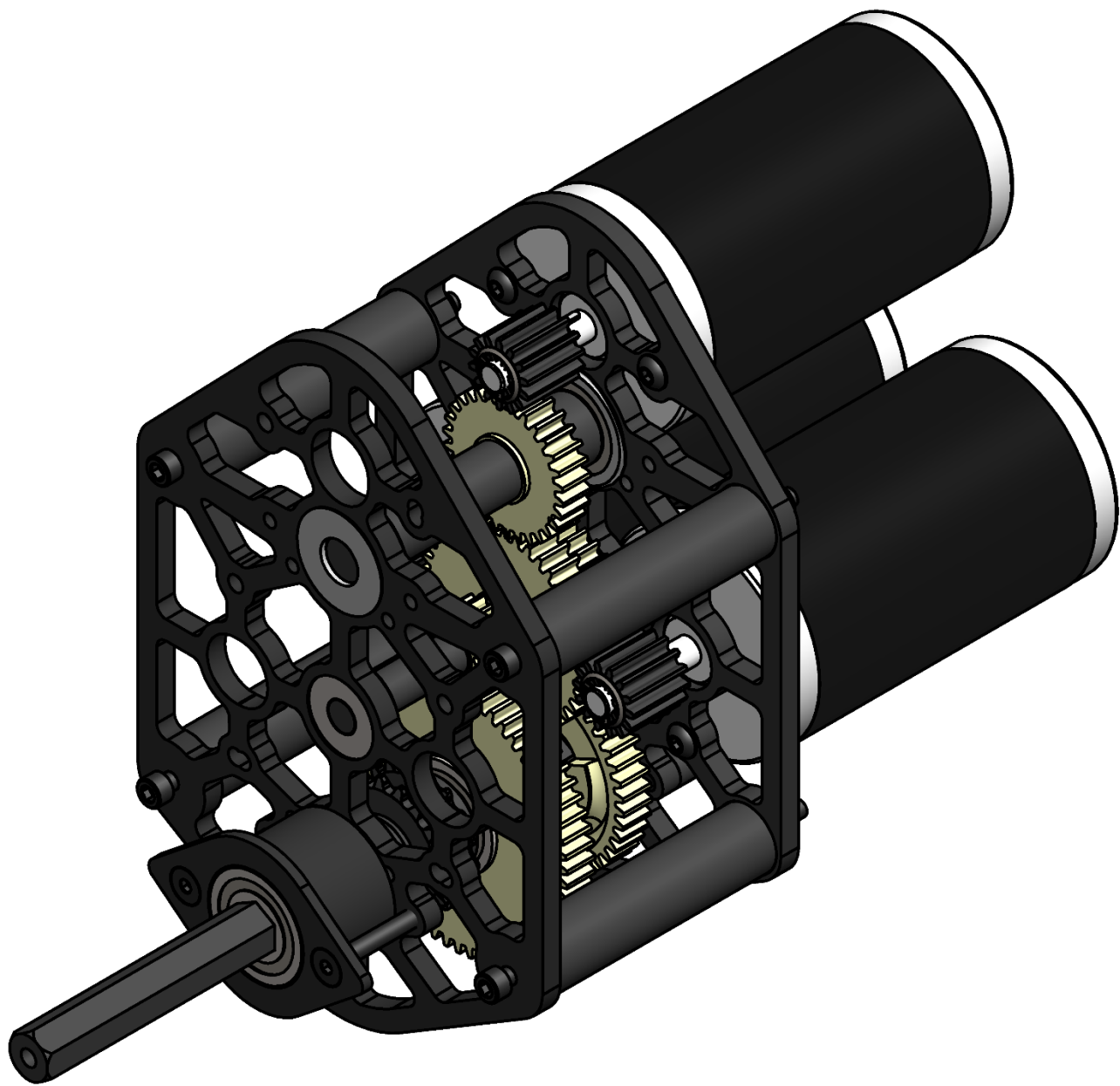


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WCP DS Gearbox – 3 CIM WCD

WCP DS Gearbox 3 CIM WCD

Assembly Instructions



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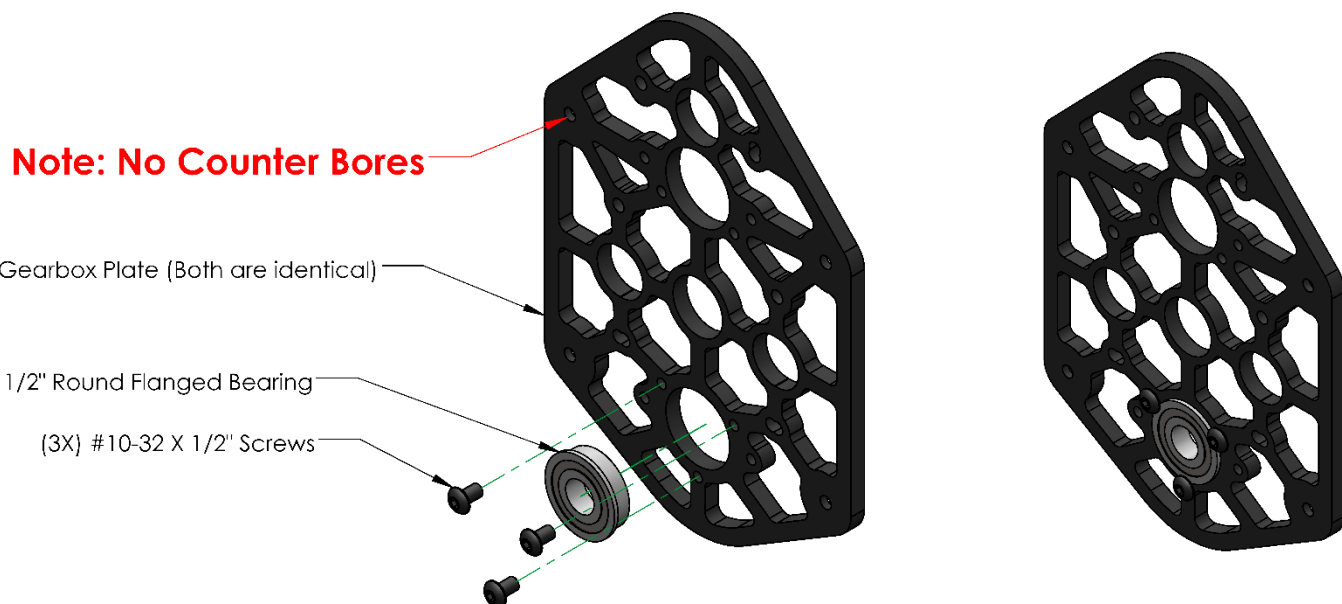
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Step 1:

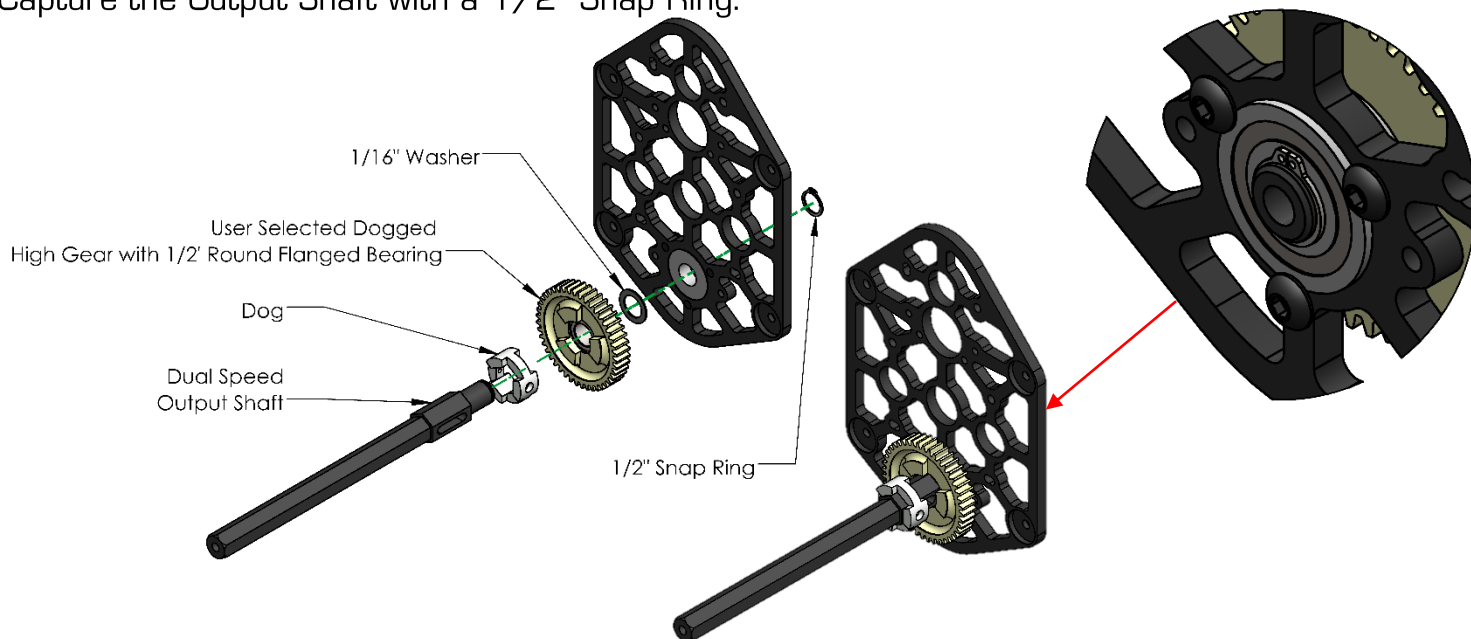
Insert the 1/2" Round Flanged Bearing and contain using (3X) #10-32 x 5/16" screws.



Note: The bearing needs to be installed on the opposite side as the counter bores.

Step 2:

Slide the 1/16" Washer, User Selected Dogged Gear (with 1/2" Round Bearing) and Dog onto the Dual Speed Output Shaft and insert into the Gearbox Plate assembly from Step 1. Capture the Output Shaft with a 1/2" Snap Ring.



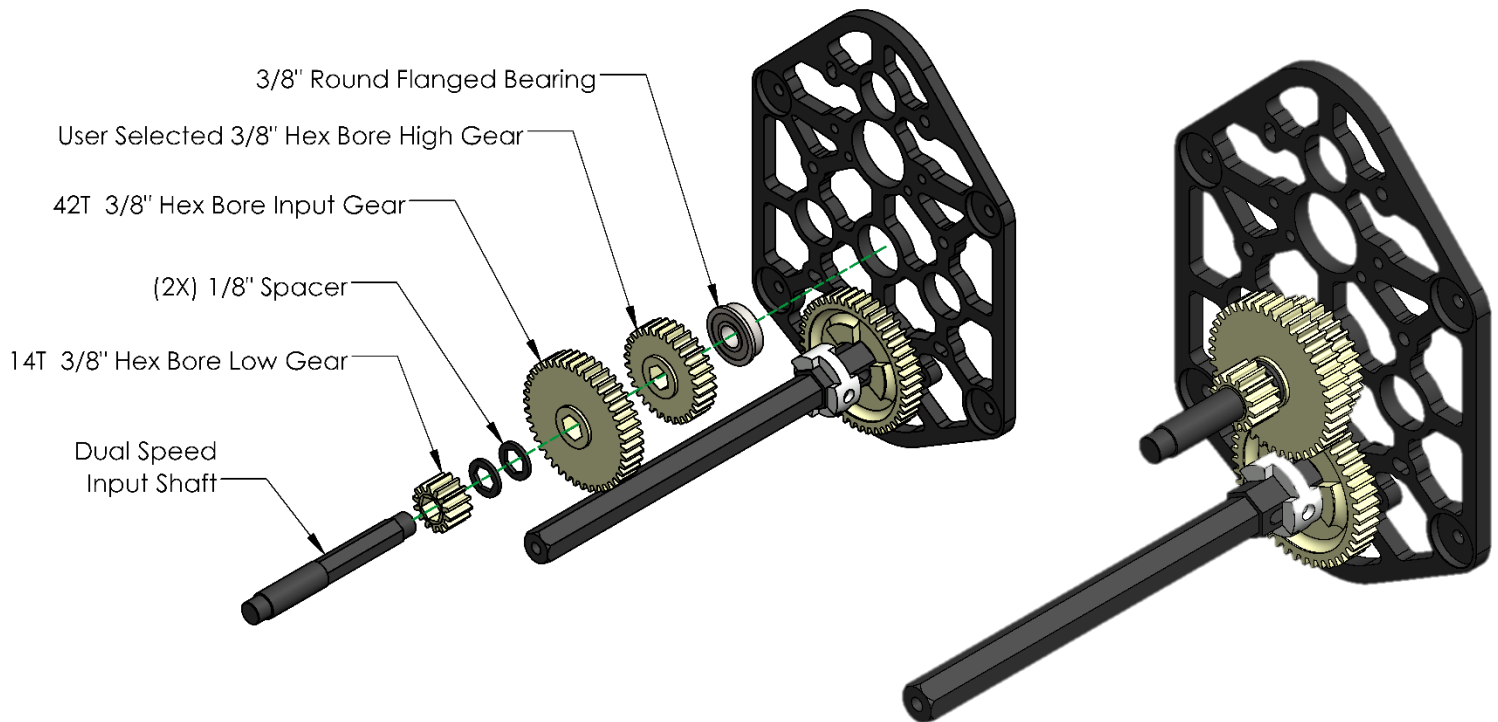
Note: Ensure that the Snap Ring is located on the side without the Counter Bores and is Fully Seated in the Groove.

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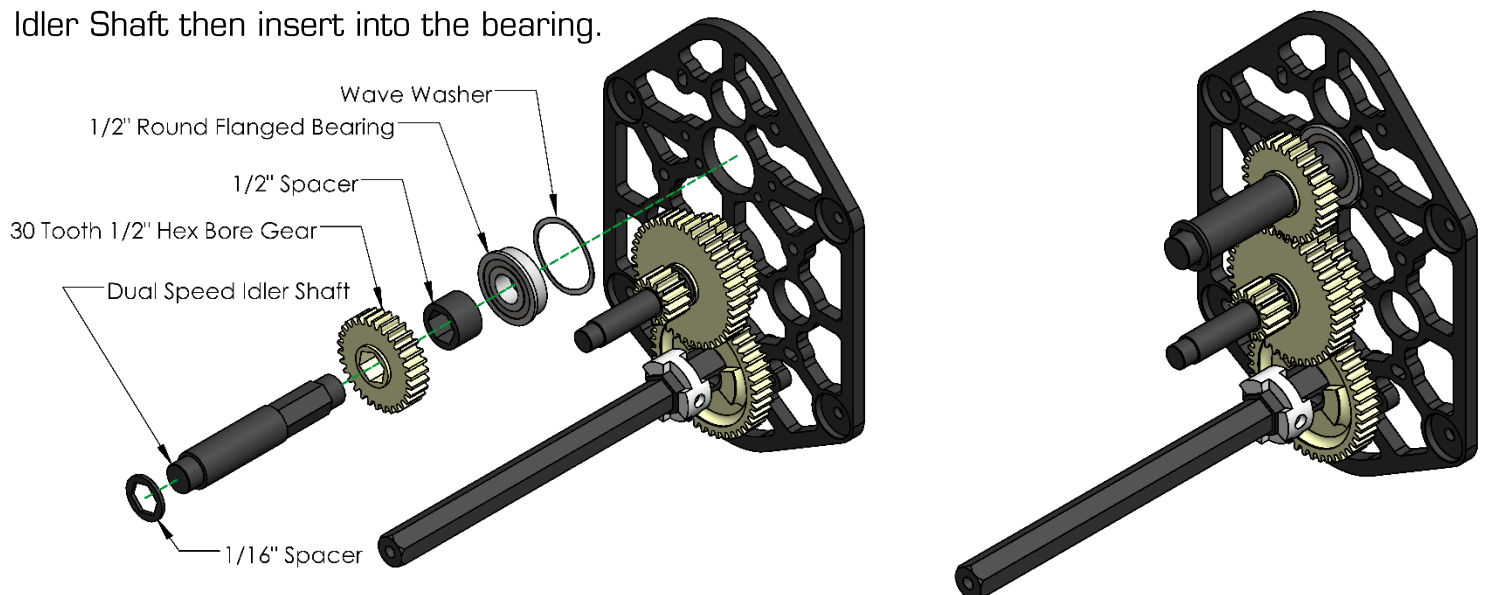
Step 3:

Insert a 3/8" Round Flanged Bearing into the Gearbox Plate, then slide the User Selected 3/8" Hex Bore Gear, 42T 3/8" Hex Bore Gear, (2X) 1/8" Spacer 3/8" Hex Bore, and 14T 3/8" Hex Bore Gear onto the Dual Speed Input Shaft then insert into the bearing.



Step 4:

Insert a 1/2" Round Flanged Bearing and Wave Washer into the Gearbox Plate slide a 1/2" Spacer 1/2" Hex Bore, 30T 1/2" Hex Bore Gear, and 1/16" 1/2" Hex Bore Spacer onto the Idler Shaft then insert into the bearing.

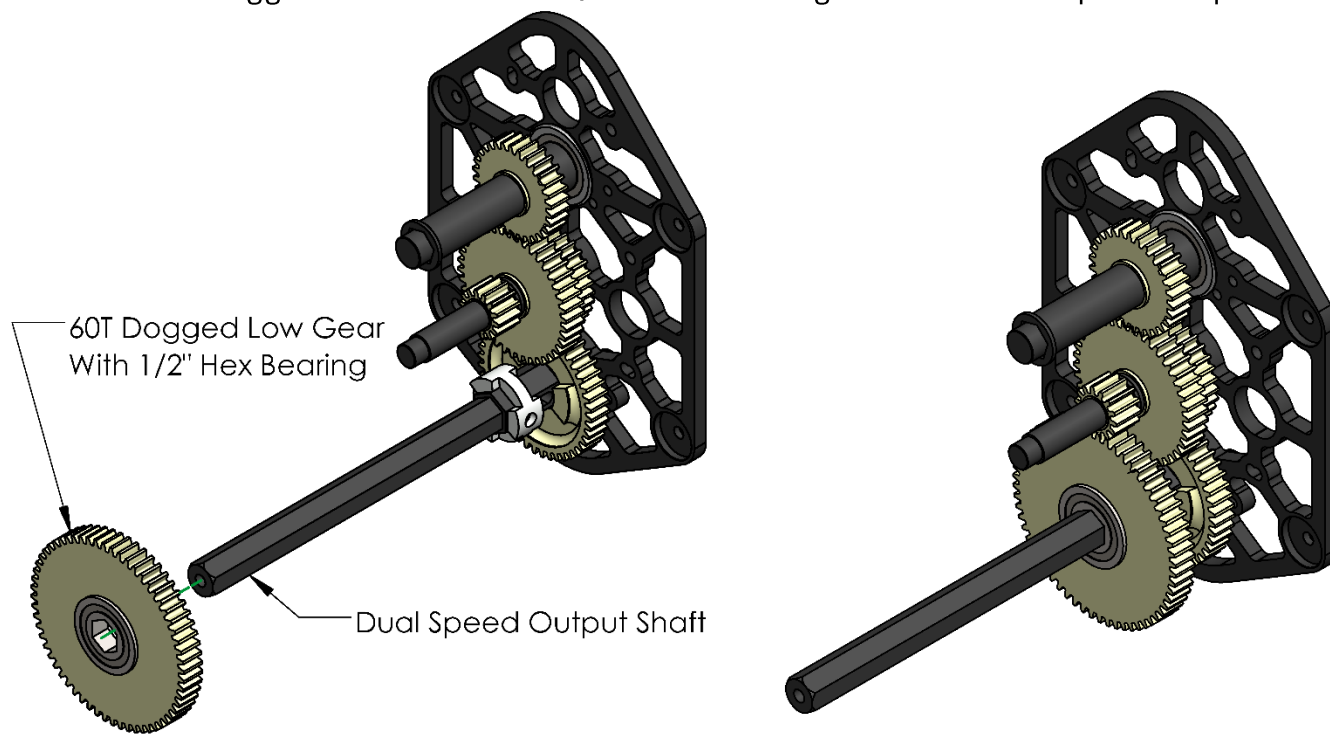


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Step 5:

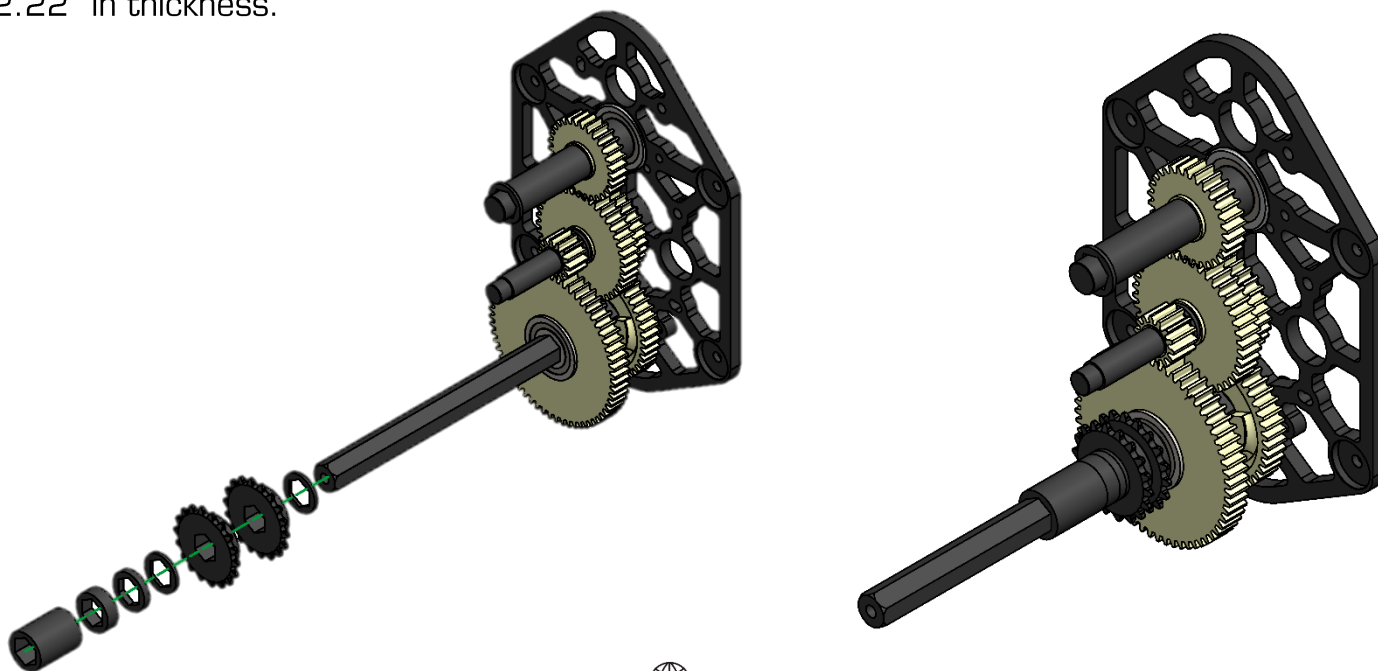
Slide the 60T Dogged Low Gear with 1/2" Hex Bearing onto the Dual Speed Output Shaft.



Note: See the chart located on the product page for user selected gearing information.

Step 6:

Insert the User Selected (Not Included) Sprockets, Pulleys, and/or Spacers less than or equal to 2.22" in thickness.



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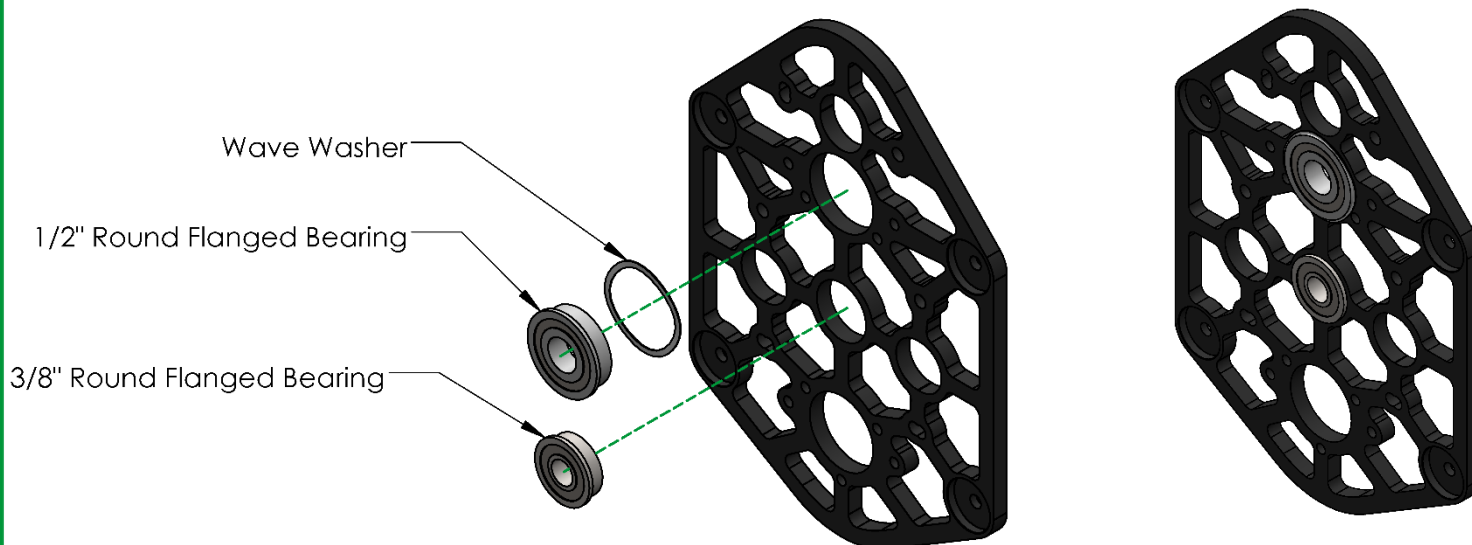
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Step 7:

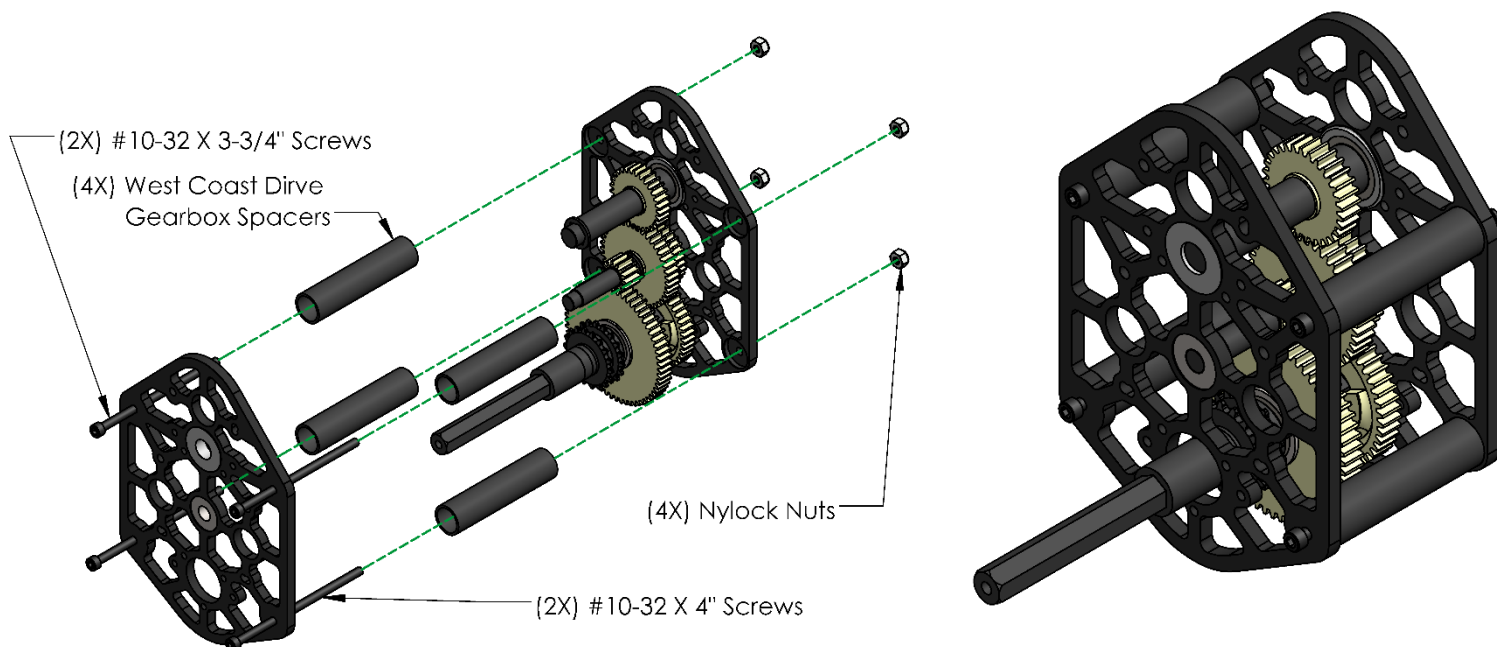
Insert the 1/2" Round Flanged Bearing, Wave Washer and 3/8" Round Flanged Bearing into the Gearbox Plate on the side with the Counter Bores.



Note: The bearings need to be installed on the side of the plate with the counter bores.

Step 8:

Using the (2X) #10-32 x 4" and (2X) #10-32 x 3-1/2" Screws, (4X) West Coast Drive Spacers and (4X) Nylock Nuts, Attach the Gearbox Plate from Step 7 to the Assembly.



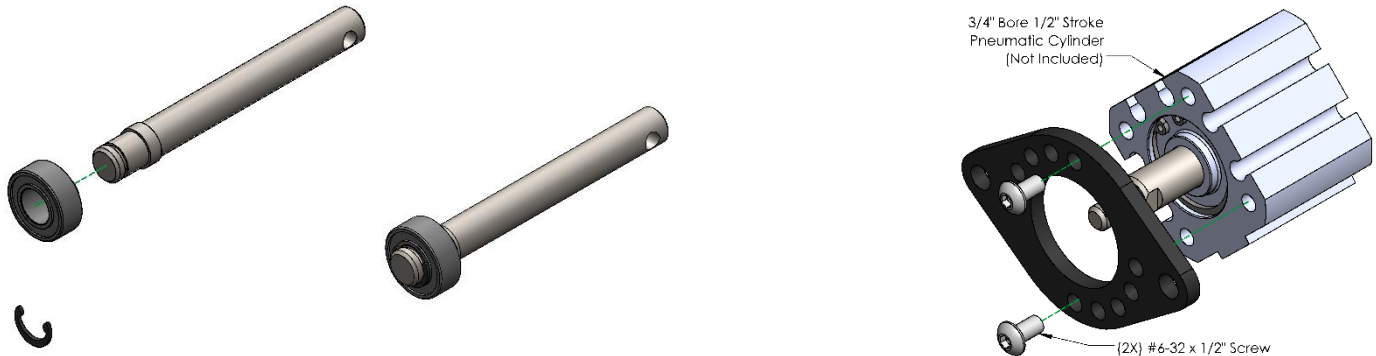
Note: The spacers should sit in the counter bores before tightening the screws.

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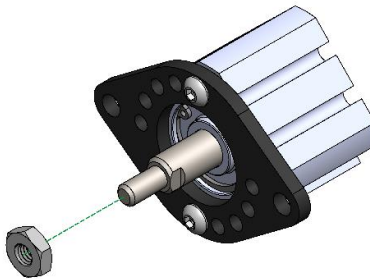
Step 9:

Slide the 1/4" Round Unflanged Bearing onto the Shifter Rod and Capture it with the 1/4" C-Clip. Mount the Pneumatic Cylinder (Not Included) to the Cylinder Mounting plate using (2X) #6-32 x 1/2" Screws (Select the holes that fit best with you design).

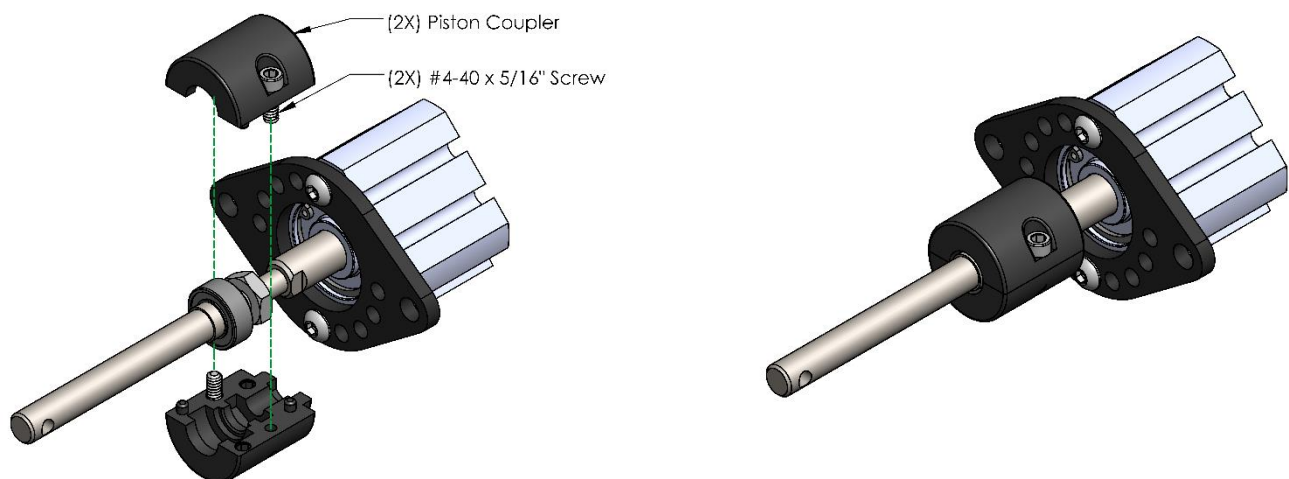


Thread a Hex nut on to the Piston rod so it is flush with the end of the Piston rod.

Note: The nut must be flush or the shifter may bind while in use.



Using (2X) #4-40 x 5/16" Screws mount the (2X) Piston Coupler halves to contain the Shifting Rod and Piston Rod.

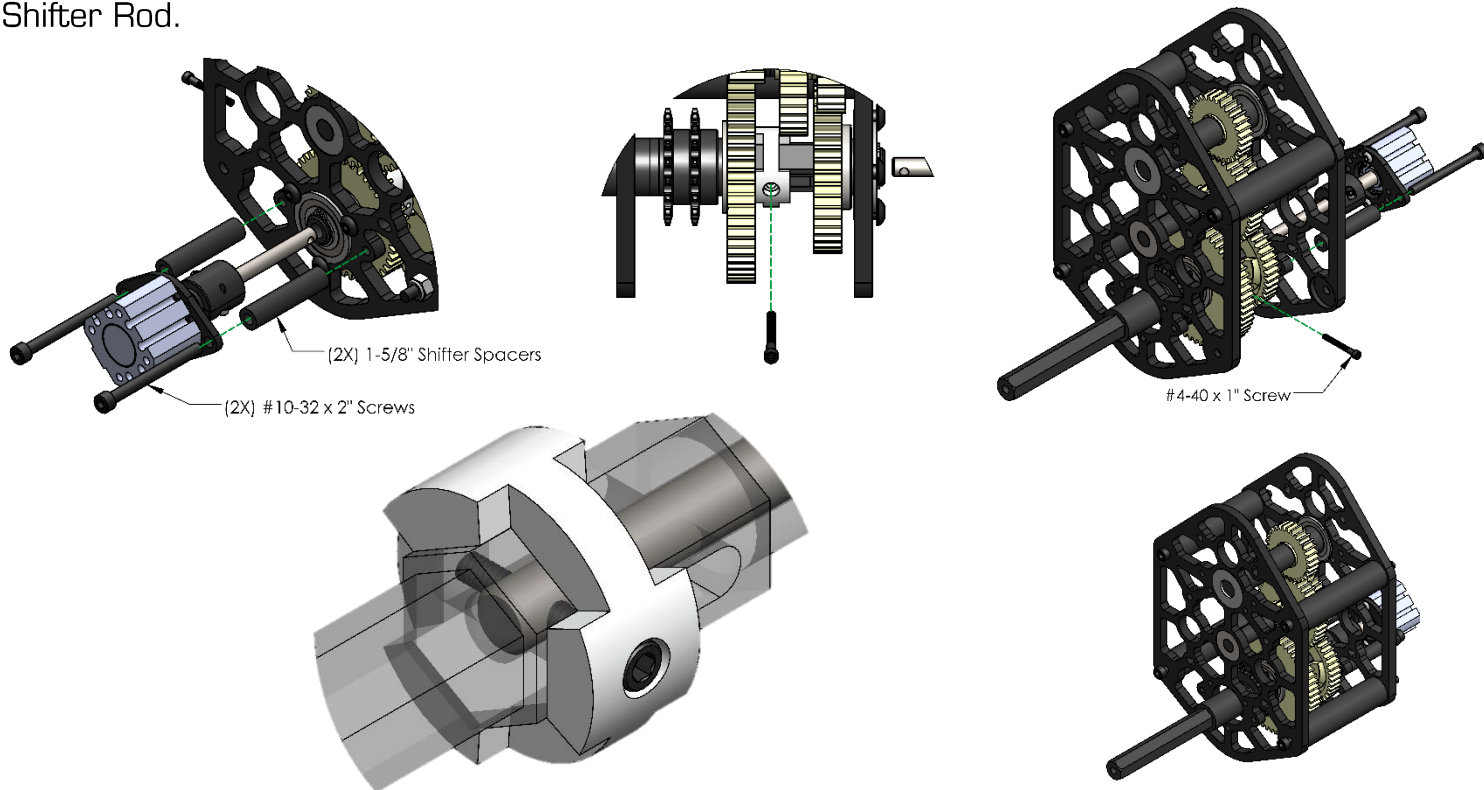


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Step 10:

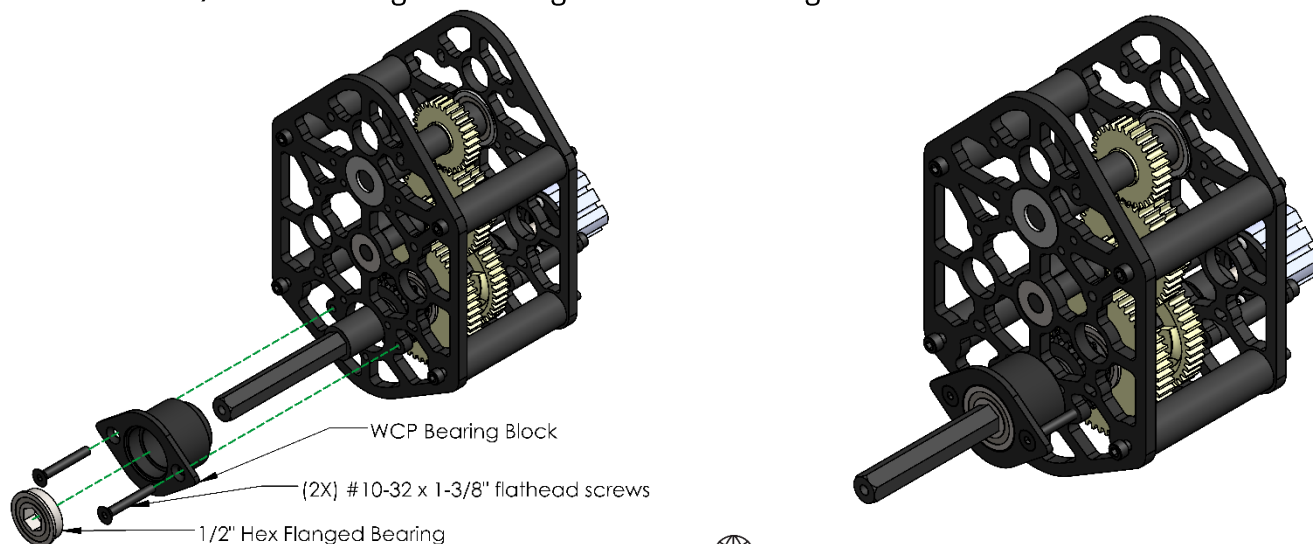
Attach the Shifter assembly using (2X) 1-5/8" Spacers, and (2X) #10-32 x 2" Screws. Line up the hole in the Dog and Shifter Rod. Put the #4-40 x 1" Screw through the Dog and Shifter Rod.



Note: Do not overtighten the #4-40 screw or binding may occur. Loctite is recommended.

Step 11:

Mount the WCP bearing block to the gearbox using (2X) #10-32 x 1-3/8" Flathead Screws. Press in a 1/2" Hex flanged bearing into the Bearing Block.



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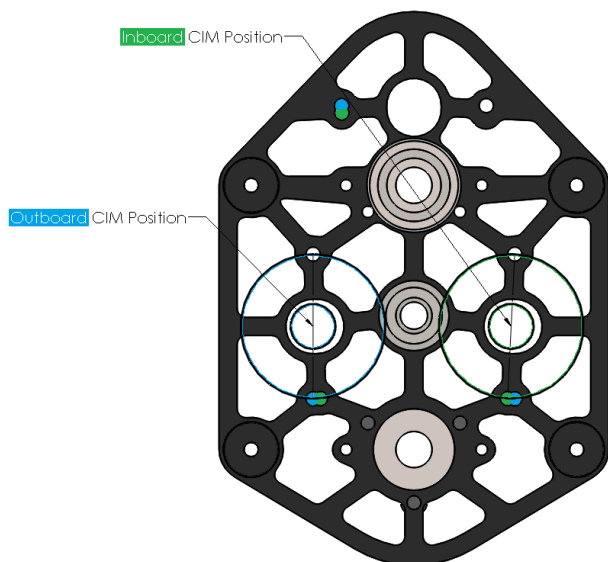
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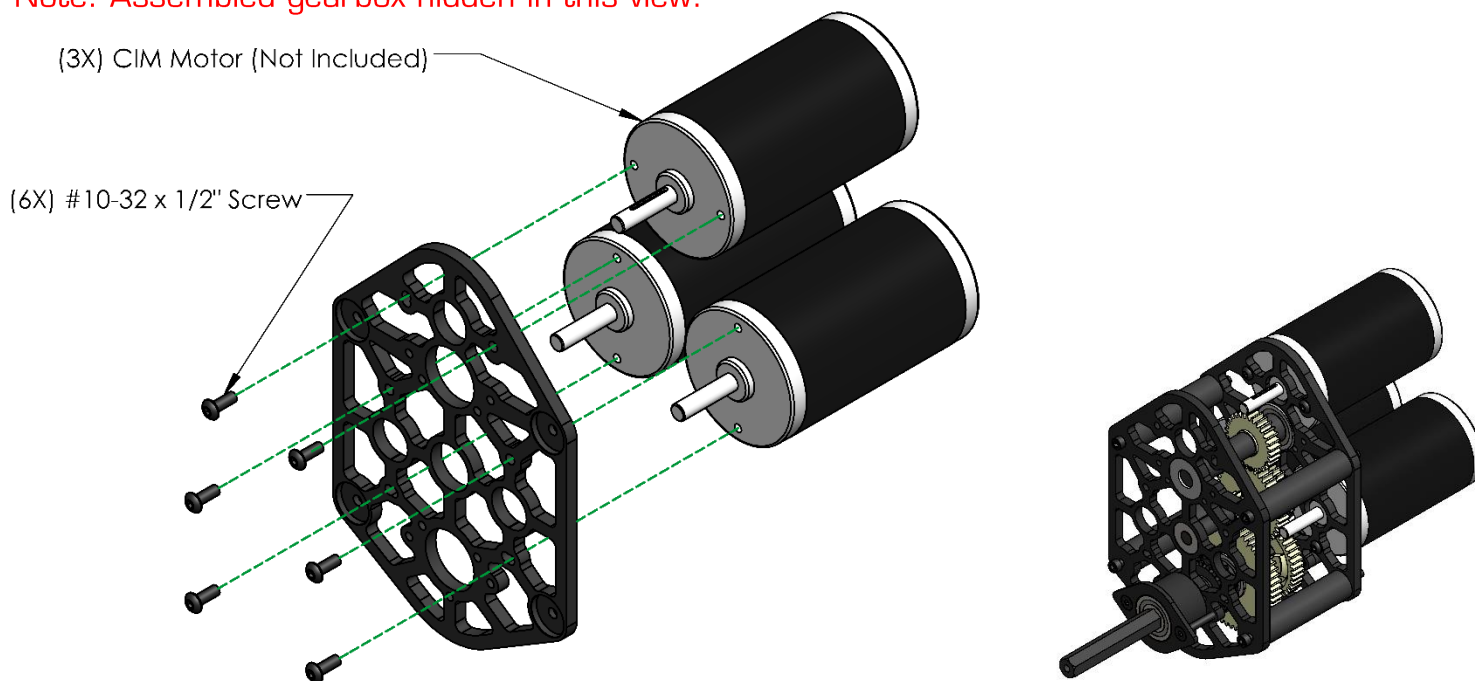
Step 12:

Using (6X) #10-32 x 1/2" Screws mount (3X) CIM motors to the Gearbox Plate. Reference the table to determine if the CIM Motor should be mounted in the INBOARD or OUTBOARD position.



Pinion Gear	Input Gear	CIM Position
11T	42T	INBOARD
12T	42T	INBOARD
13T	42T	OUTBOARD
14T	42T	OUTBOARD

Note: Assembled gearbox hidden in this view.



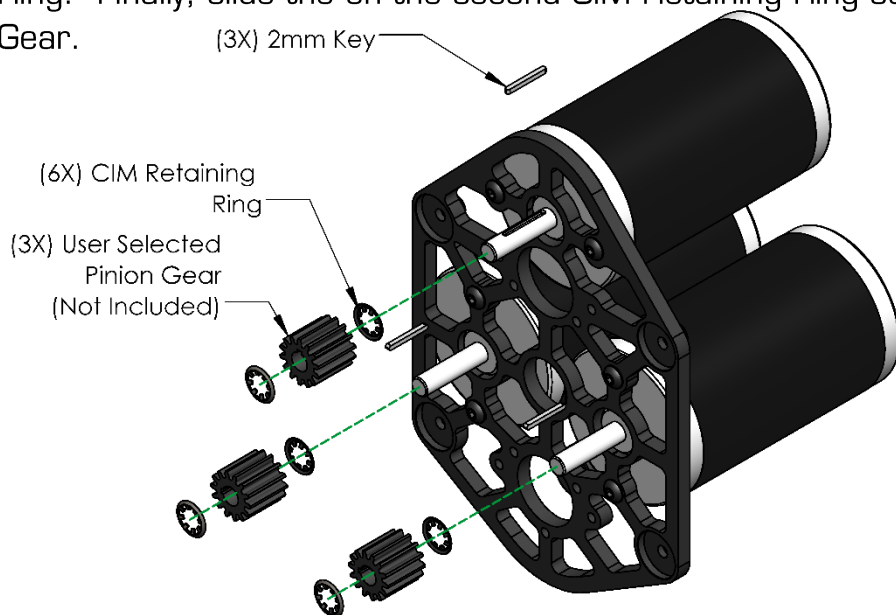
Note: Step 13 may be completed before Step 12 if you are using a 11T or 12T pinion.

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WCP DS Gearbox – 3 CIM WCD

Step 13:

For each CIM: Insert a 2mm Key into the CIM keyway. Slide the first CIM Retaining Ring just on. Press on the Pinion Gear on so there is just enough room for the second CIM Retaining Ring. Finally, slide the on the second CIM Retaining Ring such that it sandwiches the Pinion Gear.



Note: Assembled gearbox hidden from view.

